

# DC Villages Enhanced Mobility

- Volunteers
- Pilot projects
- Peer-to-peer support

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# Our Journey Today

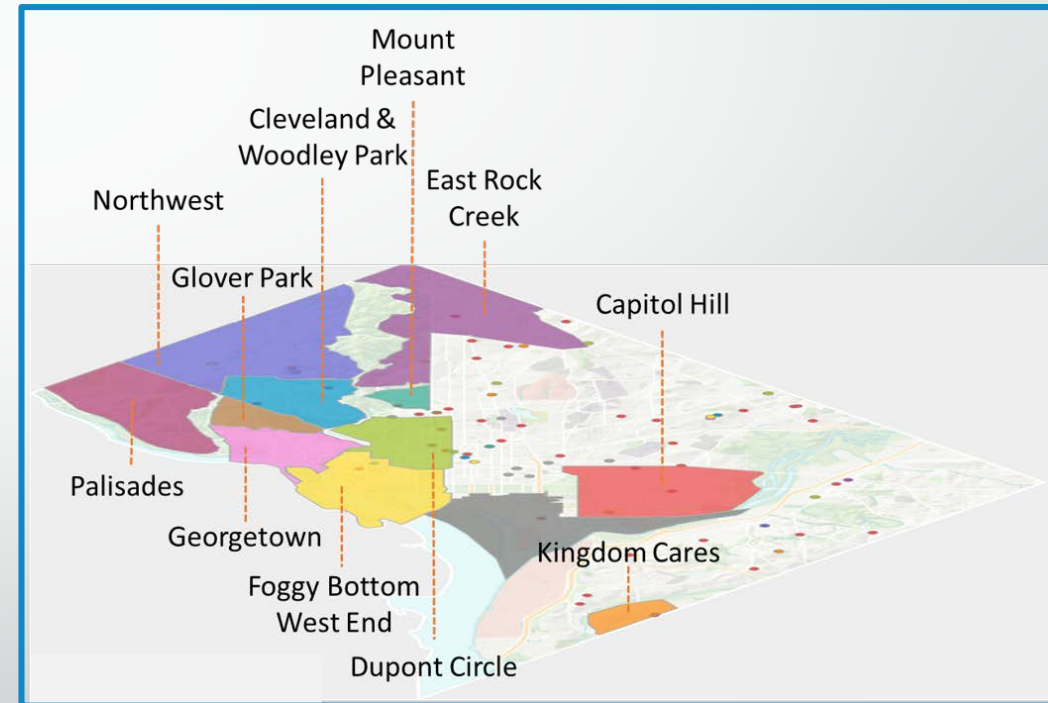
- I. Village Basics
- II. R2 Mobilization Activities
- III. R2 Mobilization Outcomes
- IV. R3 Mobilities Proposed Activities



# I. What is a Village?

*A network with a finger on the pulse of older adults*

- Grass roots citizen-led response to living a long life in community
- Designed by and for individuals who want to maintain independence and networks
- Closest person-to-person interaction across a range of issues



**DC Villages collaborating in Transportation Work**

# Village Effectiveness and Public Health (and transportation)

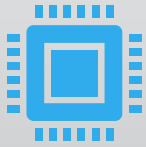
- **Changing Behavior**

- Awareness
- Knowledge
- Skills
- Norms
- Patterns

- **Peers**

- Trust
- Learn
- Copy

# Realities for Villages



Peer-to-Peer



Low-tech  
Options



Lack of  
Research



Local



Problem  
Solving Skills

## II. DC Villages Mobilization R 2 Summary



**Volunteer Drivers**



**Increased Knowledge**



**Pilot Ideas**



# Volunteer Drivers

- Recruit
- Train
- Share ideas
- Feedback on process and community engagement

# Increased Knowledge



Awareness



Connect to resources



Use



# DC Villages Transportation Survey

*convenience sampling – 500 respondents*



- **1/5 use a mobility assistance device** for every one-year increase in age, an individual was **8.6% more likely** to use one or more mobility assistance devices
- 97% were “always” or “usually” **able to get where they needed to go**; in the past two months.
- However the 3 % who reported “sometimes,” “rarely,” or “never” able to get where they needed to go were low income and very old.
- Excluding driving most transportation included **metrorail, metrobus / DC Circulator, and Lyft / Uber**
- **Awareness low** for services that facilitate door-to-door transportation :
  - GoGo Grandparent, \* Seabury Enhanced Mobility Card,
  - Medicaid Transportation, \* Seabury Connector Bus
- TransportDC awareness was 62%.

# Pilots



Shared rides



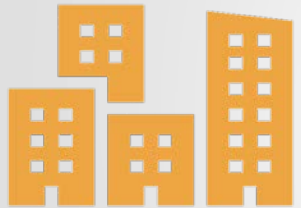
Increased options



Transportation  
Advisory



Individuals



Organizations / Villages



Partners

### **III. Outcomes & Findings**

# Outcomes: Individuals



Awareness and  
knowledge



Commitment to  
change



Peer resources

**Outcomes:  
Villages &  
Community**

Awareness

Shared Strategies

Evolving Standards

Leadership

Peer norms

# Outcomes: Partners



WMATA,  
SEABURY  
DDOT, ETC. –  
FEEDBACK



CLARITY  
OF USERS



ACCURACY



FRIENDLIER  
PRACTICES

# IV. Mobility R3: More Paths and Inroads



## Build on Lessons Learned

- Peers
- Local
- Information / Accountability with Partners
- Problem solving / explore options

# Information Delivered Through Trusted Networks



TRANSPORTATION  
NAVIGATORS



PARTNERSHIPS &  
COLLABORATION



VOLUNTEERS



PARTNER  
FEEDBACK



# Thank you

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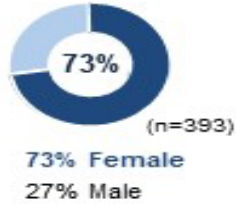
# ADDENDUM

## Survey Summaries -- Visuals

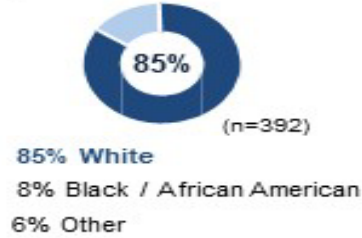
# 2018 Village Transportation Survey | Characteristics of Respondents \*

Among the **421** individuals who completed the 2018 Village Transportation Survey...

Three-quarters were female (Q37)



Most were white, non-Hispanic (Q40)



Half had annual income between \$50K and \$149,999 (Q44)

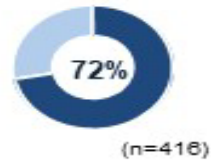


Most had completed college (Q41)



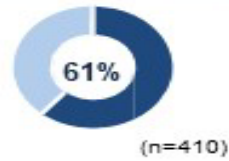
69% Graduate or Professional Degree  
22% Bachelor's Degree  
7% Associate's Degree  
2% High School or Less

Most were 70 or older (ID)



28% Under 70 years  
32% 70 - 75 years  
20% 76-80 years  
20% Over 80 years

Nearly 2/3 live with at least 1 other person (Q13)



39% Live alone or with live-in caregiver  
34% Live with one other person  
22% Live with 2 people  
6% Live with 3 or more people

## Residence

The majority own their home (Q8)



Respondents average 27 years in current home (Q9)  
(n=410)



60% would like to remain in their home for the rest of their lives. (Q10)  
(n=409)

Respondents were confident they could get the help they needed to stay in their home (Q11)



## Participating Villages

1. Capitol Hill
2. Cleveland & Woodley Park
3. Dupont Circle
4. East Rock Creek
5. Foggy Bottom West End
6. Kingdom Care Senior
7. Mount Pleasant
8. Northwest Neighbors
9. Palisades
10. Waterfront



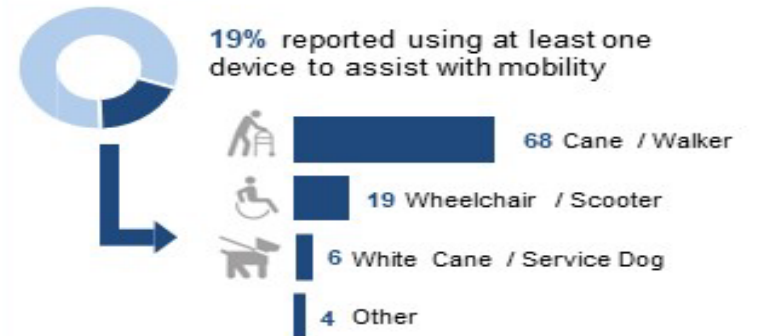
### Participation Rates

Participation rates varied from **2%** to **57%** of Village membership. As a result, the preliminary findings presented may not represent the experiences of all participating Villages or of a representative sample from an individual Village. Capitol Hill Village and Mount Pleasant Village had the largest number of responses, together representing **61%** of total responses.

### Method of Participation

**79%** of participants completed the survey online.  
**21%** of participants completed it on paper or in an interview.

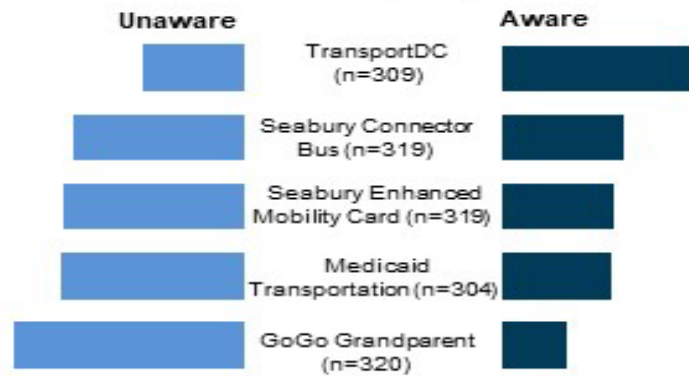
## Mobility (Q12)



\* The 2018 Village Transportation Survey, conducted in partnership with Capitol Hill Village, was completed by a convenience sample of 421 individuals. All findings are preliminary as of August 1, 2018 and subject to change. Percentages may not total 100% due to rounding.

# 2018 Village Transportation Survey | Respondent Mobility Throughout the Community \*

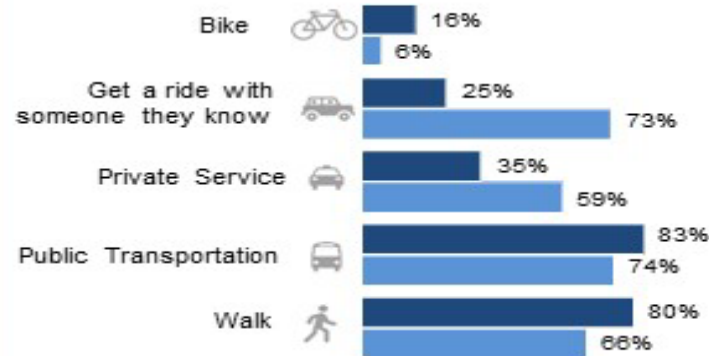
## Awareness of Transit Options among Non-Users of these Services (Q17)



More than 90% of respondents who **do not use** the following services have heard of them: Metrobus / DC Circulator, Metrorail, WMATA MetroAccess, Lyft / Uber, and Ride form a Village Volunteer Driver

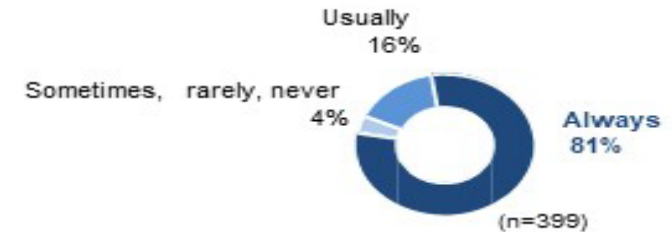
## Modes of Transit: Driver / Non-Driver (Q24)

When not driving, **drivers** are most likely to take public transportation or walk. Compared to drivers, **non-drivers** are more likely to get a ride from someone they know.



## Getting to Destinations (Q25)

Most respondents were able to get where they needed or wanted to go in the prior two months.



## Barriers to Mobility

Commonly reported barriers to mobility included **public transportation** (safety, schedules, accommodation), **infrastructure** (uneven sidewalks, lack of benches at bus shelters) and **physical limitations**.

*"My greatest concern is that Metro, or the Circulator, keeps regular service readily available. If the Circulator cuts off its route ... to Union Station, I won't be able to get over there to catch buses to hospitals in the NE, or to shop, or quickly go to Georgetown. Having to walk ... in bad weather (hot & humid, sleet, windy, etc.) will prevent me from keeping appointments."*

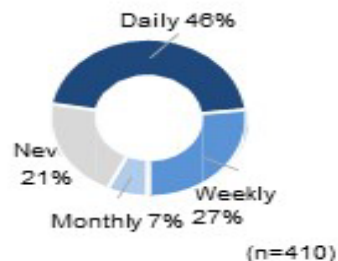
*"Sidewalks are in sad disrepair on most of my walks. Roads also seem in rather bad shape. Bicycles on sidewalks are a hazard - and now the motorized scooter!"*

*"I am disabled, so in my ... area we need shelters and benches at stops, which would make it easier to use."*

*"Mobility is important. But for grocery shopping or carrying packages, getting assistance with them and being able to access the building is also important."*

## Driving Behavior

There was a range of driving behavior among respondents, with **46%** reporting that they drive **daily or almost daily** and **21%** reporting that they **never drive**. (Q20)



**60% of drivers intentionally limit their driving.** (Q21)  
Among this group, they limit driving by:(Q23)



## Never Drive (Q20a) (n=86)

Top reasons selected by those who **never drive**:

**"I have physical limitations." (e.g., vision, mobility)**

**"I do not have a car."**

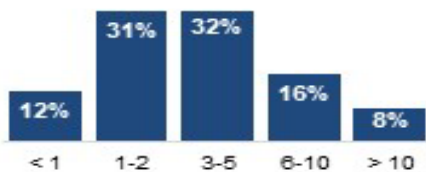
Other reasons included:

- Walking or taking public transit for health and/or environmental reasons
- Conditions related to driving (nighttime, lack of parking, traffic/rush hour, weather conditions)
- Personal health (low night vision, vertigo, prescription drugs or alcohol, medical procedures).

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## Village Participation and Satisfaction

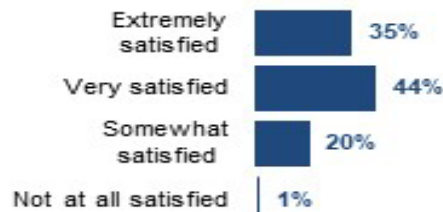
Most respondents reported **1-5 years of affiliation with Village**, with less than one-tenth reporting more than 10 years of affiliation. (Q4) (n=413)



Frequency of Involvement with Village varied almost evenly from annually to monthly, with nearly 1/3 reporting weekly or more. (Q5) (n=409)







Satisfaction with Village (Q46) (n=387)



*"I never would have known my neighbors or so many interesting friends without the Village. It has helped me greatly when [my spouse] had an accident, as well as all of the information I get from our Village Google list serve. I also enjoy greatly all of the social activities, docent tours, my volunteer activities, and intellectual events the Village sponsors."*

### In their words...

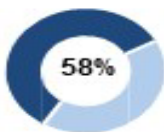
What do you like best about being affiliated with the Village? (Q48)

-  *"Volunteer drivers, social events, book groups, and the helpful staff to consult on age-related needs."*
-  *"Getting to know other neighbors and building a stronger community"*
-  *"Knowing [the Village] is there if and when I need it."*
-  *"Being able to help neighbors in need."*

## Volunteer Driver Program Participation and Satisfaction

### Passengers

**32%** of respondents were "passengers," reporting having received a ride from a Volunteer Driver (Q17 and/or Q28) (n=336)



(n=109)

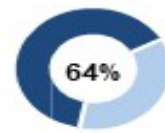
Among passengers, **58%** had received a ride from a Volunteer Driver in the **preceding 2 months** ("recent passengers") (Q28). Nearly a third of recent passengers (30%) had received five or more rides in the preceding 2 months. (28a) (n=63)

Recent passengers report receiving rides for: (Q28b)



### Drivers

**19%** of respondents were **Volunteer Drivers** for their Village (Q3) (n=416)



(n=81)

**64%** of Volunteer Drivers had provided a ride through the Volunteer Driver program in the **preceding 2 months** ("recent drivers") (Q32). 20% of recent drivers had provided five or more rides in the preceding 2 months. (32a) (n=52)

### What do you like best about the Volunteer Driver program? (Q35)

- "In addition to getting rides from them, the drivers themselves have in most cases been warm and interesting people. Two of my drivers became friends of mine."*
- "I was helped with volunteer drivers some years ago when I broke my shoulder and needed to get to WHC and have my shoes tied, something other transportation providers don't do."*
- "I want to be sure that our members who need transportation get it. It is good to meet neighbors who can use a little help."*
- "If someone needs a ride to a doctor appt or other necessary services, they can get one. So important as we age."*
- "I've never used it but believe it's a good idea."*
- "I like the chance to get to know and share time with the people I am driving and to know I am helping them or their care taker."*